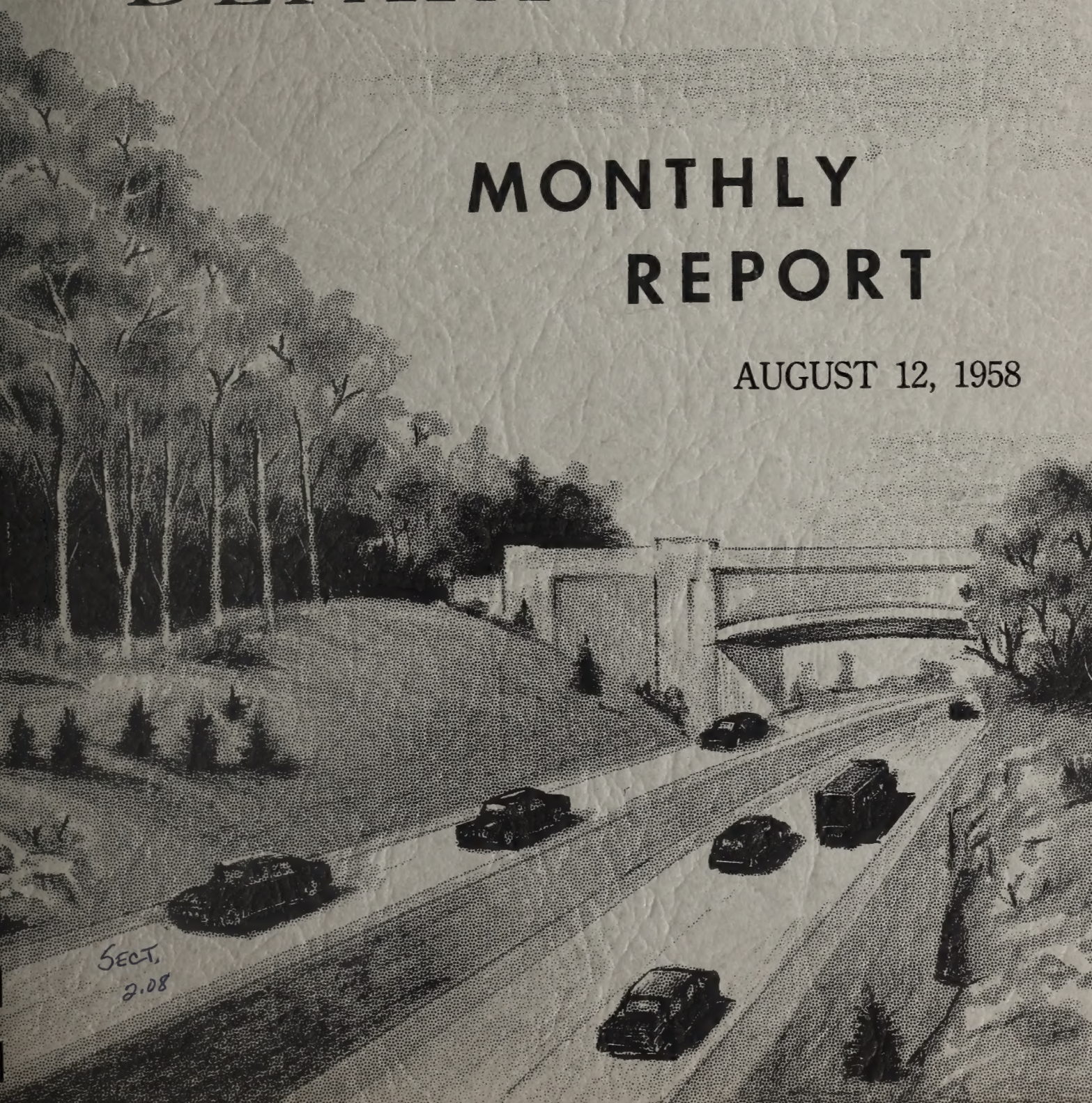


REPORTS
MONTHLY

STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

AUGUST 12, 1958



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1958-59 CONSTRUCTION PROGRAM

The 1958-59 construction program of the Highway Department was released at the Governor's press conference on July 22. The 80-item, \$109,000,000 program - the largest in New Jersey history - received widespread newspaper coverage and resulted in many follow-up stories at the local level.

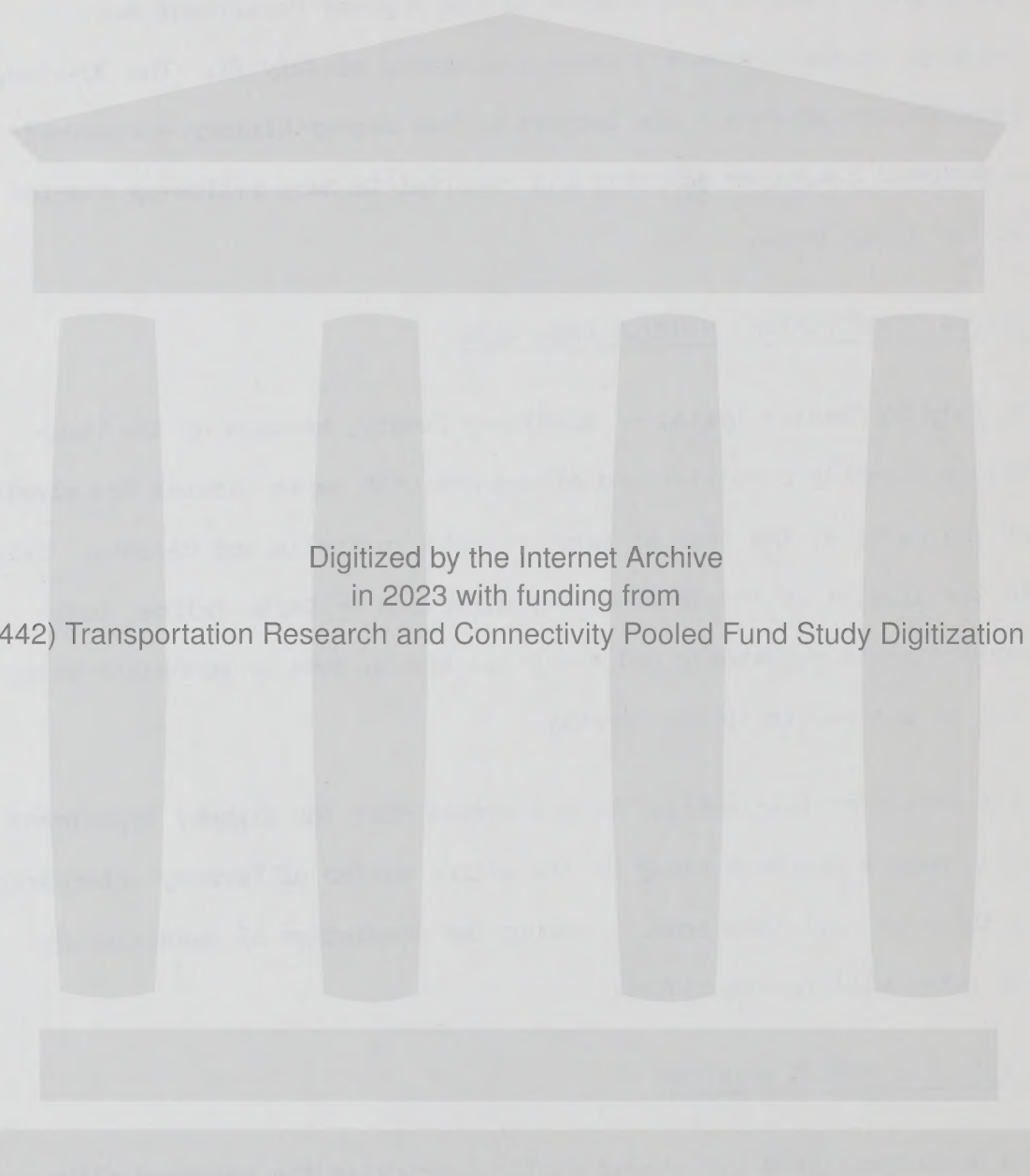
GARDEN STATE PARKWAY SERVICE AREA GATES

On July 24 Senator Lynch, of Middlesex County, members of the Woodbridge Township Committee and others met with us to discuss the closing of the gates at the rear of service areas in Iselin and Colonia. Prior to the closing of the gates at our direction by State Police, both service areas repeatedly had the gates broken down by motorists using them as short-cuts to the Parkway.

As a result of this meeting it was agreed that the Highway Department would make a thorough study of the entire matter of Parkway interchange in these general locations. Pending the completion of such a study the gates will remain closed.

F.A.I. 104 PUBLIC HEARINGS

The Department held its second public hearing on the proposed alignment of Federal Interstate and Defense Route 104 in Boonton, August 5.



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F.A.I. 104 PUBLIC HEARINGS, contd.

The hearing covered a 5.4 mile section proposed to go through Parsippany-Troy Hills, Mountain Lakes, Boonton and Montville Township, Morris County.

A previous hearing, held May 14, 1957, covered a 13-mile section in Middlesex County, from Route U.S. 1 at Metuchen to Route U.S. 22 west of Bound Brook.

The Boonton hearing was attended by approximately 250 people who heard representatives of the Morris County Board of Freeholders, the County's Planning Board, Boonton Borough Council and Planning Board, and Mountain Lakes and Montville Township governing bodies endorse the Department's proposals. Parsippany-Troy Hills neither endorsed nor objected to the alignment west of the Jersey City Reservoir but two members of their Planning Board, and a third former member of a special Planning Board Committee, spoke at length in favor of an alignment east of the reservoir.

Our engineers explained that our proposed line was arrived at only after complete studies of several separate lines and combinations of alignments, and the proposed line would best serve the needs of all parties at interest. Our study findings were that 65 percent of traffic on the route in that area would have its origin or destination, or both, in Boonton.

F.A.I. 104 PUBLIC HEARINGS, contd.

The hearing was a relatively short one, requiring only three and one-half hours to run its course.

Our next scheduled public hearing, on August 28, also concerns F.A.I. 104 alignment. It will be held in the Somerville High School and will cover the Department's proposal for the route from present Route U.S. 22, west of Bound Brook, to the Passaic River (the Somerset-Morris County line). This section is 16 miles long and will bring the total mileage of alignment to be publicly discussed to slightly more than 34 miles.

F.A.I. 101 PUBLIC HEARING

Our August 6 public hearing in the Leonia High School on the eastern section of F.A.I. 101 (Bergen-Passaic Expressway) drew more than 1100 persons from Fort Lee, Leonia and Englewood - the largest formal hearing to date. The alignment under discussion was the so-called "buttonhook" which the Department has urged from the inception of our studies since it followed the Leonia-Englewood boundary (see map as published in the press). This section extended from Teaneck Road to the George Washington bridge approach plaza.

It will be recalled that the Bureau of Public Roads had emphasized the importance of a more direct alignment through Leonia and that the former Mayor and his associates had proposed a line farther north which would parallel Route 4.

F.A.I. 101 PUBLIC HEARING, contd.

In opposition to the so-called "Leonia Line" spokesmen for that municipality reversed their original and long held position and urged the adoption of the "buttonhook", or Department line. This was, of course, a complete about face.

Englewood also urged adoption of our line to avoid any consideration of the more northerly route along Route 4 (the Leonia "red-herring"). They joined with Fort Lee, however, in requesting a modification which would go north from the bridge on the west side of Route 4 rather than on the east side.

The meeting lasted for five hours and was observed by five Bureau of Public Roads officials from Trenton, Albany and Washington. Joseph Barnett, the Design Chief from Washington who has gone around the country and attended public hearings in many areas had never seen more than "thirty or forty" at a hearing. He complimented us highly on the manner in which we publicize the hearings in advance and also for the way they are conducted. In fact he has asked for a transcription of the opening remarks and explanation that was given in describing the purposes of the hearing.

WEST PATERSON (F.A.I. 101)

West Paterson officials came to Trenton on August 7 although they had previously consistently refused to come to request construction details pertaining to Route F.A.I. 101.

WEST PATERSON (F.A.I. 101) contd.

It will be recalled that this is the group that demanded a second public hearing and the resignation of the Highway Commissioner. They had also refused our people access to municipal plans showing the location of utilities and wired Senators and Congressmen as well as State Legislators.

At this meeting they requested a crossing of the highway near Mary Street which we pointed out could not be provided and which the grade of the highway made impractical. They also requested a wall to contain roadway fill along Marcellus Avenue. This was already included in our planning in the interest of conserving ratables. The meeting was most cordial and we were assured that all utility information would be made available to us. The "big bad wolf" of a mayor was a nice young school teacher - 24 years of age.

EAST-WEST FREEWAY (F.A.I. 105)

Mayor Sheeran and officials of West Orange came to Trenton on August 8 to discuss the possibility of tunneling through the mountain for the East-West Freeway (F.A.I. 105) rather than using the cut and fill method advocated by our engineers. They informed us that they are obtaining cost estimates on a national basis for tunnel construction, apparently to prove the feasibility of tunneling in this instance.

EAST-WEST FREEWAY (F.A.I. 105) contd.

We explained to them that while this did not apply to Essex County we were constantly being victimized by inexpert opinions and that self-appointed "experts" only confuse the issue in most instances by preposterous suggestions. All too often this results in impeding projects. We agreed to make available, however, our estimate of cost on tunnel construction as well as origin and destination figures to assist them in their evaluation of our studies.

MONMOUTH COUNTY FREEWAY

Perhaps due to summer vacations we have had less than our usual complement of meetings with State Senators, Assemblymen, Freeholders, Mayors and citizen groups. We did meet with Senator Stout of Monmouth County in reference to the newly legislated North-South freeway connecting Route 35 near Eatontown and Route 38 in the vicinity of Shark River. Such a route would connect Fort Monmouth and Camp Evans and also serve coastal traffic to the relief of Route 35. We will make some preliminary studies of traffic and cost and will investigate possible alignments before arriving at any decision to proceed with more detailed plans.

ELECTRICAL OPERATIONS

The extent of our electrical maintenance operations is frequently overlooked in the rush of stepping up on construction programs.

ELECTRICAL OPERATIONS, contd.

However, it may be interesting to note that the department carries out routine maintenance of traffic signals at 862 intersections as well as on 887 illuminated signs. At present we are installing 6,000 hour lamps in all traffic signals. The new lamps have a 33 percent longer life and the cost is practically the same (advancement in the art of manufacture of lamps).

Other electrical maintenance operations include 39 moveable bridges, 8 base radio stations and 208 mobile units and statewide highway lighting.

ANTI-LITTER SIGNS

During the past week we completed erection of 875 "No Litter" signs along all State highways throughout the State. Complete wording of the black on white reflective signs is "NO LITTER - FINE \$50". They have been placed at 5-mile intervals in both directions on all State highways except in the built-up areas of municipalities.

Our studies on the cost of picking up litter place the annual per mile figure at about \$275. Although there appears to be a decline in the amount of litter within the past few months, we are hopeful the signs will further induce the cooperation of motorists to the extent that our litter costs may be materially reduced.

ROUTE 22 - PHILLIPSBURG AND POHATCONG TOWNSHIP

We met with Senator Dumont and Mayor Paini, of Phillipsburg, on August 5 to look over drainage situations involving our highway (Route U.S. 22) in Pohatcong Township. There, because of increased runoff due to housing development, the highway and adjacent grounds are now subjected to occasional flooding.

We have assured all concerned that we will alleviate the condition within the limits of the State's ownership. Another section involved a Department of Conservation and Economic Development matter under discussion. It will be the subject of a meeting next week with the Warren County engineer, Mr. Pursell, and officials of the two townships. Senator Dumont has indicated an interest in the matter, as has Mayor Paini, in that the same condition exists at the outskirts of Phillipsburg.

The possibility of this Department's erection of welcome signs along Route U.S. 22 in Phillipsburg was also discussed. It was pointed out that the great emphasis on the new Interstate routes makes such projects somewhat inopportune as the Bureau of Public Roads does not intend to permit erection of such signs on Interstate route rights of way.

We did encourage the Mayor to undertake a planning program in his area and put him in touch with Commissioner Bontempo re the State's urban redevelopment program.

RIGHT OF WAY POLICY

As a result of our policy against dealing with real estate agents who engage in a blanketing process of soliciting property owners and misrepresenting our operations, we were visited on August 7 by Julius Kislak and his son-in-law, Murray Seigel. After efforts to review his firm's operations privately with the Commissioner were rejected, Mr. Kislak agreed to open discussion. Our policy and reasons therefore were explained in detail. However, Mr. Kislak would not face the issue squarely, preferring instead to insist that he "had rights" and denying the findings of our people who had talked with property owners in developing the case. When it became evident the Department was standing firm Mr. Kislak suggested sending someone to Trenton to work out a solution with our real estate people. Some of his admissions were really damaging and he finally retreated from one of the positions he personally was involved in.

VILLA CONTRACTING CLAIM

The Villa Contracting Company's counsel, former Judge Hughes, met with us several days preceding the visit of August 11 which Mr. Thorn Lord attended to discuss a matter of rock quantity on his contract on F.A.I. 102 (Route 22) at Still Valley. The Villa Company claimed they are encountering more rock than was shown on the plans and as a result were incurring about \$300,000 additional expense.

VILLA CONTRACTING CLAIM, contd.

We are not in agreement with their estimating methods and it is entirely possible that less rock (limestone) will be encountered than was shown in our early estimate of rock volume.

Mr. Lord was also interested in a Bergen County (Teterboro) project - our possible cutting into a property of the Burlington Mills in South Hackensack.

Actually we set up earth and rock estimates as separate items as a protection to contractors. The Villa firm did not submit separate unit prices. Instead they submitted an unclassified bid gambling upon an average of rock and earth excavation.

No final decision was made at this meeting. However studies are continuing and an "on the ground" meeting is to be held August 25.

CONSTRUCTION BIDS RECEIVED

| | |
|---|--------------|
| July 15 - Phillipsburg-Belvidere Road construction. Phillipsburg, Lopatcong and Harmony Twps., Warren County. <u>*S. Fitzer Paving Co., Phillipsburg</u> | \$239,658.37 |
| July 15 - Route U.S. 322 Dualization from Route 50 to McKee City Hamilton Township, Atlantic County. <u>*Ole Hansen & Sons, Pleasantville</u> | 848,606.75 |
| July 23 - Route U.S. 1 and 9 Reconstruction of Overhead Bracing Bridge over N.Y. Susquehanna & Western RR Jersey City, Hudson County. <u>*Daniel Klockner, Jr., Inc., Rockaway.</u> | 57,250.00 |
| July 23 - Route 18 Dualization E. Brunswick Township, Middlesex County. <u>*D. & L. Contracting Co., Rahway</u> | 289,195.02 |
| July 23 - Route 29 Freeway. Pedestrian Overpasses - S. Eastfield Avenue & S. Hermitage Avenue Trenton, Mercer County. <u>*John W. Thompson Co., Trenton</u> | 126,974.75 |
| July 23 - Route 1 Widening & Resurfacing Stout's Lane to Cozzens Lane S. & N. Brunswick Townships, Middlesex Co. <u>*Kingston Bituminous Products Co., Kingston</u> | 1,504,777.95 |
| July 24 - Route 3 Widening Grove Street to Passaic Avenue Clifton, Passaic County. <u>*L. Zimmerman & Sons, Hillside</u> | 773,332.78 |
| July 24 - Route 73 Widening and Dualization Palmyra-Pennsauken Township Burlington and Camden Counties. <u>*Gaskill Construction Co., Riverside</u> | 620,078.80 |
| July 24 - Route 42 - North-South Freeway Black Horse Pike to Turnerville Gloucester & Washington Townships Camden & Gloucester Counties. <u>*Thos. Nicol Co., Farmingdale</u> | 1,538,937.52 |

CONSTRUCTION BIDS RECEIVED, contd.

| | |
|---|--------------|
| July 28 - Routes 1 and 3 Circle Revision (Tonnele Ave.) No. Bergen Twp., Hudson County. <u>*P.T. & L. Construction Co., Paramus</u> | \$164,968.32 |
| July 28 - Route U.S. 206 Bridge over Beden's Brook Montgomery Township, Somerset County. <u>*J.F. Chapman & Son, Hillside</u> | 228,096.15 |
| July 28 - Route U.S. 202 Dualization Flemington Circle to S. Branch of Raritan River Flemington & Raritan Township Hunterdon County. <u>*Public Constructors, Inc., Gloucester</u> | 686,731.28 |
| July 28 - Route F.A.I. 104 - Raritan River Crossings S. Bound Brook, Townships of Piscataway, Franklin and Bridgewater. Middlesex and Somerset Counties. <u>*Franklin Contracting Co., Little Falls.</u> | 4,106,170.50 |
| July 29 - Route 17 - Midland Avenue Overpass Paramus, Bergen County. <u>*Peter W. Kero, Inc., Carlstadt</u> | 605,258.07 |
| July 29 - Route U.S. 1 Turnarounds at Poor Farm Road, Ford avenue and Parsonage Road; Woodbridge & Edison Townships, Middlesex County. <u>*Middlesex Concrete Products & Excavating Corp., Woodbridge.</u> | 226,443.82 |
| July 29 - Route F.A.I. 101 Bridge over Del. L & W RR and incidental paving. Township of Roxbury, Morris County. <u>*Ell-Dorer Contracting Co., Irvington</u> | 1,038,888.88 |
| July 29 - Route F.A.I. 108 (Route 60 Freeway) Dualization and Bridges Hollywood Avenue to N.J. Turnpike Upper & Lower Perns Neck Townships, Salem Co. <u>*Gaskill Construction Co., Riverside</u> | 1,011,990.31 |
| July 31 - Route U.S. 46 Island closings and widening, Huyler Avenue Channelization. Lodi, Hasbrouck Heights, Teterboro and Little Ferry, Township of S. Hackensack, Bergen Co. <u>*C. F. Malanka & Sons, Union City.</u> | 396,298.80 |

CONSTRUCTION BIDS RECEIVED, contd.

| | |
|---|------------------|
| Aug. 5 - South Olden Avenue Extension. Central Avenue to Shady Brook Township of Hamilton, Mercer County. <u>*Agabiti Brothers, Trenton</u> | \$50,712.50 |
| Aug. 7 - Route 27 Widening and Bridge Reconstruction Albermarle Street to Plainfield Avenue Rahway, Union County. <u>*H.L. Harrison & Son, Westfield</u> | <u>38,518.47</u> |
| TOTAL BIDS RECEIVED- | \$14,552,889.04 |

*Indicates low bidder.

CONTRACTS AWARDED

| | |
|---|-------------|
| July 9 - Route U.S. 40 Albany Avenue Bridge over Inside Thorofare Atlantic City, Atlantic County. <u>*The Whiting-Turner Contracting Co., Balti.</u> | \$53,771.30 |
| July 10 - Painting Traffic Lines <u>*The White Line Co., Scotch Plains</u> | 53,971.40 |
| July 10 - Painting Traffic Lines <u>*James W. McCormick, Mansfield, Ohio</u> | 66,000.01 |
| July 16 - Route 4 - Widening and Barrier Curb Paramus and River Edge Bergen County. <u>*Franklin Contracting Co., Little Falls</u> | 552,513.26 |
| July 16 - Route 10 Pavement Widening, Resurfacing & Shoulder Constn. Morris County. <u>*C. H. Winans Co., Roselle, NJ</u> | 370,892.37 |
| July 16 - Scudders Falls Bridge over Delaware River Substructure Ewing Twp., Mercer Co., Lower Makefield Twp., Bucks Co. <u>*Conduit & Foundation Corp., Philadelphia</u> | 610,715.40 |
| July 21 - Phillipsburg-Belvidere Road Construction Lopatcong & Harmony Townships and Phillipsburg, Warren County. <u>*S. Fitzer Paving Co., Phillipsburg</u> | 239,658.37 |
| July 23 - Garden State Parkway - Painting Bridges Middlesex and Union Counties. <u>*George Campbell & Co., Flushing, L.I.</u> | 18,990.00 |
| July 23 - Route U.S. 1 - Painting Bridges Newark, Essex County <u>*Nicholas Bros. Painting Co., Long Island City</u> | 14,536.00 |
| July 23 - Routes 3 and 208 - Painting Bridges <u>*Nicholas Bros. Painting Co., Long Island City</u> | 5,436.00 |
| July 31 - Route U.S. 322 - Dualization Hamilton Township, Atlantic County <u>*Ole Hansen & Sons, Pleasantville</u> | 848,606.75 |

CONTRACTS AWARDED, contd.

| | | | |
|------------------------------------|---|--|------------------------|
| Aug. 6 | - | Routes U.S. 1 & 9. Reconstruction of Overhead Bracing Bridge over NY-Susquehanna & Western RR Jersey City, Hudson County. <u>*Daniel Klockner, Jr., Rockaway</u> | \$57,250.00 |
| Aug. 6 | - | Route 18 Dualization East Brunswick Township, Middlesex County. <u>*D. & L. Contracting Co., Rahway</u> | 289,195.02 |
| Aug. 6 | - | Route 29 Freeway - Pedestrian Overpasses Trenton, Mercer County. <u>*John W. Thompson Co., Trenton</u> | 126,974.75 |
| Aug. 6 | - | Route 1 Widening and Resurfacing S. & N. Brunswick Twps., Middlesex County <u>*Kingston Bituminous Products Co., Kingston</u> | 1,504,777.95 |
| Aug. 6 | - | Route 73 Widening and Dualization Palmyra and Pennsauken Township Burlington & Camden Counties <u>*Gaskill Construction Co., Riverside</u> | 620,078.80 |
| Aug. 7 | - | Route 3 Widening Clifton, Passaic County. <u>*L. Zimmerman & Sons, Hillside</u> | 773,332.78 |
| Aug. 7 | - | Route 42 - North-South Freeway Grading, Paving and Drainage Gloucester and Camden Counties. <u>*Thos. Nicol & Co., Farmingdale</u> | 1,538,937.52 |
| Aug. 7 | - | South Olden Avenue Extension Construction Hamilton Township, Mercer County <u>*Agabiti Bros., Trenton</u> | 50,712.50 |
| Aug. 11 | - | Route U.S. 206 Bridge over Beden's Brook Montgomery Township, Somerset County <u>*J.F. Chapman & Son, Hillside</u> | 228,096.15 |
| Aug. 11 | - | Route 17 Midland Avenue Overpass Paramus, Bergen County <u>*Peter W. Kero, Inc., Carlstadt</u> | 605,258.07 |
| <u>TOTAL CONTRACTS AWARDED</u> - - | | | <u>\$ 8,629,704.40</u> |

*Indicates low bidder.

BIDS TO BE RECEIVED

- Aug. 19 - Church Street
Construction from Black Horse Pike, Route 42 to
North-South Freeway
Gloucester Township, Camden County.
- Aug. 19 - Grand Avenue
Construction from Garden State Parkway to Spring
Valley Road
Montvale, Bergen County.
- Aug. 26 - Arena Drive (South Olden Avenue Extension)
Construction from S. Broad Street to Gropp Avenue,
Hamilton Township, Mercer County.
- Aug. 26 - Springfield Avenue Bridge
Construction of bridge over Salt Creek
New Providence, Union County.
- Sept. 2 - Underground structures for traffic signal system.
Contract #1 - (1958-59)
Various intersections on N.J. State Highways.
- Sept. 2 - Hamilton Street Construction
Mile Run Brook to Franklin Boulevard
Franklin Township, Somerset County.
- Sept. 2 - Washington Avenue Bridge Construction
Greenbrook Township, Somerset County and
Dunellen Borough, Middlesex County.

NEW JERSEY STATE HIGHWAY DEPARTMENT

July 17, 1958

1958-1959 CONSTRUCTION PROGRAM

AVAILABLE FUNDS

Summary

| | <u>F e d e r a l F u n d s</u> | | | <u>S t a t e F u n d s</u> | | | <u>Grand Total</u> |
|---|----------------------------------|------------|--------------|---|---------------------|--------------|--------------------|
| | <u>Regular</u> | <u>"L"</u> | <u>Total</u> | <u>Matching</u> | <u>Non-Matching</u> | <u>Total</u> | |
| <u>1956 Federal Aid Act 50-50</u> (Fiscal Year 1959) | | | | | | | |
| Primary | \$5,178,775 | ... | ... | \$5,178,775 | ... | ... | |
| Urban | 9,583,671 | ... | \$14,762,446 | 9,583,671 | ... | \$14,762,446 | |
| Available through use of "L" Funds | ... | ... | ... | * 2,260,819 | ... | * 2,260,819 | \$31,785,711 |
| <u>1956 Federal Aid Act 90-10</u> (Fiscal Year 1959) | | | | | | | |
| Interstate | 43,533,500 | ... | 43,533,500 | 4,839,055 | ... | 4,839,055 | |
| <u>1958 Federal Aid Act 90-10</u> | | | | | | | |
| Interstate (From Add.\$200 M.) | 4,375,226 | ... | 4,375,226 | 486,136 | ... | 486,136 | 53,233,917 |
| <u>1958 F.A.Act 2/3-1/3</u> (Emergency Funds) | | | | | | | |
| Primary | 2,379,336 | 793,112 | ... | 396,556 | ... | ... | |
| Urban | 4,403,122 | 1,467,707 | 9,043,277 | 733,854 | ... | 1,130,410 | 10,173,687 |
| NON-FEDERAL FUNDS | ... | ... | ... | ... | 13,685,134 | 13,685,134 | 13,685,134 |
| TOTAL | | | \$71,714,449 | | | \$37,164,000 | \$108,878,449 |

* This amount of State Funds is available through the use of "L" (Loan) Funds in the Emergency Program.
These Loan monies will be repaid to the Federal Government from future apportionments.

NEW JERSEY STATE HIGHWAY DEPARTMENT

July 17, 1958

Bureau of Planning and Traffic

1958-1959 CONSTRUCTION PROGRAM

Primary & Urban Projects 50-50

| ITEM | ROUTE | DESCRIPTION | COUNTY | FEDERAL | STATE | TOTAL | ITEM |
|------|----------|---|-------------------|--------------|--------------|--------------|------|
| 1 | 21 | Highfield Lane to Route 3 | Essex-Passaic | \$3,750,000 | \$3,750,000 | \$7,500,000 | 1 |
| 2 | 17 | Century Rd. Overpass & Island Closing, Midland Ave. to Route 4 | Bergen | 425,000 | 425,000 | 850,000 | 2 |
| 3 | 3 | Lincoln Tunnel Approach to Route 20 R.O.W. & Bridge | Hudson-Bergen | 1,850,000 | 1,850,000 | 3,700,000 | 3 |
| 4 | 208 | Grandview to Oakland Avenue, Bridges | Bergen | 500,000 | 500,000 | 1,000,000 | 4 |
| 5 | 28 | Faitoute Ave. to Lehigh Valley R.R., Dualization | Union | 400,000 | 400,000 | 800,000 | 5 |
| 6 | 82 | Lehigh Valley Railroad Bridge, Replacement | Union | 450,000 | 450,000 | 900,000 | 6 |
| 7 | 35 | Red Bank - South - Widening to Eatontown | Monmouth | 300,000 | 300,000 | 600,000 | 7 |
| 8 | 38 | Church Road to Marter Avenue, Dualization | Burlington | 600,000 | 600,000 | 1,200,000 | 8 |
| 9 | 42 Fwy. | Coles Road to Turnersville, Paving | Camden-Gloucester | 850,000 | 850,000 | 1,700,000 | 9 |
| 10 | U.S. 30 | Clements Bridge Road Intersection | Camden | 350,000 | 350,000 | 700,000 | 10 |
| 11 | U.S. 9 | Cape May Canal Bridge and Approach | Cape May | 500,000 | 500,000 | 1,000,000 | 11 |
| 12 | U.S. 322 | Route 50 to Weymouth, Dualization | Atlantic | 600,000 | 600,000 | 1,200,000 | 12 |
| 13 | 73 | Route U.S. 130 to Route 38, Dualization | Camden-Burlington | 750,000 | 750,000 | 1,500,000 | 13 |
| 14 | 35 | Convery Boulevard - Resurfacing-Widening | Middlesex | 400,000 | 400,000 | 800,000 | 14 |
| 15 | U.S. 1 | Milltown Road Overpass | Middlesex | 750,000 | 750,000 | 1,500,000 | 15 |
| 16 | U.S. 130 | Haddonfield Road - Grade Separation | Camden | 514,802 | 514,802 | 1,029,604 | 16 |
| 17 | 10 | Salem Street Grade Separation | Morris | 375,000 | 375,000 | 750,000 | 17 |
| 18 | 20 | Broadway Connection, Route 20-Route 4 Ramp | Passaic-Bergen | 250,000 | 250,000 | 500,000 | 18 |
| 19 | U.S. 1 | Meadow Road to Colonial Lakelands | Mercer | 750,000 | 750,000 | 1,500,000 | 19 |
| 20 | U.S. 9 | Route 18 Interchange - Bridge | Middlesex | 150,000 | 150,000 | 300,000 | 20 |
| 21 | | Joint Federal Project | | 247,644 | 247,644 | 495,288 | 21 |
| 22 | | Miscellaneous, R.O.W., Construction & Engineering | | 000,000 | 2,260,819 | 2,260,819 | |
| | | | TOTAL | \$14,762,446 | \$17,023,265 | \$31,785,711 | |

July 17, 1958

1958-1959 CONSTRUCTION PROGRAM (Continued)

Interstate & Defense 90 - 10

| ITEM | ROUTE | DESCRIPTION | COUNTY | FEDERAL | STATE | TOTAL | ITEM |
|-------|---------|--|------------------|--------------|-------------|--------------|------|
| 1 | FAI 101 | Paterson - Right-of-Way | Passaic | \$ 3,600,000 | 400,000 | \$ 4,000,000 | 1 |
| 2 | " 101 | Mt. Arlington Rd. to Rt. U.S. 46 R.O.W. & Bridges | Morris | 3,870,000 | 430,000 | 4,300,000 | 2 |
| 3 | " 101 | Passaic River Bridge | Passaic-Bergen | 4,500,000 | 500,000 | 5,000,000 | 3 |
| 4 | " 101 | Demolition Contracts | Bergen | 630,000 | 70,000 | 700,000 | 4 |
| 5 | " 102 | Lehigh Valley & Central R. R. Bridges | Hunterdon | 1,800,000 | 200,000 | 2,000,000 | 5 |
| 6 | " 102 | Grading Bridges & Drainage C.R.R. to Pattenburg Road | Warren-Hunterdon | 6,300,000 | 700,000 | 7,000,000 | 6 |
| 7 | " 102 | Central R.R. to Pattenburg Rd. - R.O.W. & Util. | " " | 900,000 | 100,000 | 1,000,000 | 7 |
| 8 | " 102 | Pattenburg to Clinton - R.O.W. | Hunterdon | 900,000 | 100,000 | 1,000,000 | 8 |
| 9 | " 104 | Route U.S. 22 to Route 18 - Temporary | Somerset-Middle. | 14,220,000 | 1,580,000 | 15,800,000 | 9 |
| 10 | " 108 | Route 42 Fwy. to Route 47 | Gloucester | 4,230,000 | 470,000 | 4,700,000 | 10 |
| 11 | " 108 | Route 42 Fwy. to Warwick Road - Paving | Camden | 1,530,000 | 170,000 | 1,700,000 | 11 |
| 12 | " 108 | Route 47 to Route U.S. 130 - R.O.W. | Gloucester | 450,000 | 50,000 | 500,000 | 12 |
| 13 | " 109 | Center Roadway - Paving | Camden | 540,000 | 60,000 | 600,000 | 13 |
| 14 | | Engineering, Right-of-Way & Construction | Statewide | 3,712,895 | 412,544 | 4,125,439 | 14 |
| 15 | | Joint Federal Project | | 727,630 | 80,848 | 808,478 | 15 |
| TOTAL | | | | \$47,910,525 | \$5,323,392 | \$53,233,917 | |

July 17, 1958

- 3 -

1958-1959 CONSTRUCTION PROGRAM (Continued)

Emergency Funds 2/3 - 1/3

| ITEM | ROUTE | DESCRIPTION | COUNTY | FEDERAL | STATE | TOTAL | ITEM |
|------|---------|--|----------------|-------------|-------------|--------------|------|
| 1 | 208 | Goffle Road to Oakland | Bergen-Passaic | \$1,333,334 | \$666,666 | \$2,000,000 | 1 |
| 2 | U.S.46 | Union Avenue to Valley Road | Passaic | 666,666 | 333,334 | 1,000,000 | 2 |
| 3 | U.S.202 | Somerville Circle to E.Branch of Raritan River | Somerset | 1,333,334 | 666,666 | 2,000,000 | 3 |
| 4 | 18 | Old Bridge to Route U. S. 9 | Midd.-Monmouth | 1,133,333 | 566,667 | 1,700,000 | 4 |
| 5 | U.S.1 | Stouts Lane to Meadow Road | Mercer-Midd. | 1,333,334 | 666,666 | 2,000,000 | 5 |
| 6 | 27 | Rahway Drainage | Union | 66,667 | 33,333 | 100,000 | 6 |
| 7 | U.S.30 | Barrington to Berlin-Resurfacing,Widening | Camden | 915,790 | 457,897 | 1,373,687 | 7 |
| | | | TOTAL | \$6,782,458 | \$3,391,229 | \$10,173,687 | |

July 17, 1958

1958-1959 CONSTRUCTION PROGRAM (Continued)

Non Federal Projects - Advanced Right-of-Way & Utilities

| ITEM | ROUTE | DESCRIPTION | COUNTY | TOTAL STATE | ITEM |
|------|---------|---|----------------|-------------|------|
| 1 | 10 | Whippany to Route 53 - Widening | Morris | \$1,000,000 | 1 |
| 2 | U.S.46 | Shippenport Road Bridge | Morris | 300,000 | 2 |
| 3 | 10 | Livingston Ave. Circle to Whippany - Widening | Morris | 950,000 | 3 |
| 4 | 7 | Washington Avenue - Resurfacing | Essex | 265,000 | 4 |
| 5 | 21 | Riverside Avenue to William Street | Essex | 800,000 | 5 |
| 6 | 23 | Bloomfield Avenue, Verona - Channelization | Essex | 100,000 | 6 |
| 7 | 17 | Ridge Road - Resurfacing | Bergen | 270,000 | 7 |
| 8 | 4 | Farview Avenue Connections, Paramus | Bergen | 80,000 | 8 |
| 9 | 4 | Pedestrian Overpass - North Hackensack | Bergen | 40,000 | 9 |
| 10 | | Palisades Interstate Parkway - Resurfacing | Bergen | 60,000 | 10 |
| 11 | 5 | Ridgefield - Drainage | Bergen | 100,000 | 11 |
| 12 | 3 | Moonachie Road - Channelization | Bergen | 100,000 | 12 |
| 13 | U.S.1 | 83rd Street to Tonnele Circle - Corner Cut-backs | Hudson | 50,000 | 13 |
| 14 | U.S.1 | Tonnele Avenue - Resurfacing | Hudson | 400,000 | 14 |
| 15 | U.S.22 | Fairway Avenue - Overpass for Pedestrians | Union | 40,000 | 15 |
| 16 | 4 Pky. | Chestnut Avenue Ramp | Union | 100,000 | 16 |
| 17 | U.S.1 | East Scott Avenue, Rahway to Linden - Closing Island Openings | Union | 100,000 | 17 |
| 18 | 35 | Maple Avenue - Intersection Revision - Keyport | Monmouth | 100,000 | 18 |
| 19 | 71 | Deal Lake - Widening | Monmouth | 100,000 | 19 |
| 20 | 129 | Bear Tavern Road to Scotch Road - R. O. W. | Mercer | 500,000 | 20 |
| 21 | 69 | Pennington to Slackwood - R. O. W. | Mercer | 750,000 | 21 |
| 22 | U.S.206 | Princeton Township - Drainage | Mercer | 50,000 | 22 |
| 23 | 33 | Hamilton Township - Drainage | Mercer | 35,000 | 23 |
| 24 | 35 | Point Pleasant - R. O. W. | Ocean | 250,000 | 24 |
| 25 | 13 | Lovelandtown Bridge - Walk | Ocean | 20,000 | 25 |
| 26 | 37-35 | Dover Twp., Mantoloking, Lavallette, Seaside Heights-Drainage | Ocean | 220,000 | 26 |
| 27 | U.S.9 | Lakewood to Absecon - Drainage | Ocean-Atlantic | 125,000 | 27 |
| 28 | U.S.40 | Pleasantville (Decatur Avenue Outfall) - Drainage | Atlantic | 250,000 | 28 |
| 29 | U.S.130 | Intersection to Burlington Bridge | Burlington | 100,000 | 29 |
| 30 | U.S.130 | Bordentown to Cinnaminson - Drainage | Burlington | 140,000 | 30 |

July 17, 1958

1958-1959 CONSTRUCTION PROGRAM (Continued)

Non Federal Projects - Advanced Right-of-Way & Utilities

| ITEM | ROUTE | DESCRIPTION | COUNTY | TOTAL STATE | ITEM |
|------|---------|--|------------|---------------------|------|
| 31 | U.S.130 | Cinnaminson Twp. & Delran Twp. - Jug Handles | Burlington | \$250,000 | 31 |
| 32 | 70 | Island Closings | Camden | 100,000 | 32 |
| 33 | U.S.9 | Ernstson Road - Jug Handles | Middlesex | 150,000 | 33 |
| 34 | U.S.1 | Route 35 to Inman Avenue - Closing Island Openings | Middlesex | 200,000 | 34 |
| 35 | U.S.1 | Edison Township - Jug Handles | Middlesex | 300,000 | 35 |
| 36 | | Utilities | Statewide | 1,500,000 | 36 |
| 37 | | Miscellaneous - Engineering, R.O.W. & Construction | Statewide | <u>4,326,134</u> | 37 |
| | | | TOTAL | <u>\$14,221,134</u> | |

Submitted by _____
Supervising Engineer

Approved _____
State Highway Commissioner

Recommended for Approval _____
Director & Chief Engineer
Planning & Research

Approved _____
Governor

Recommended for Approval _____
State Highway Engineer

RELEASE THURS. P.M., AUG. 14

Trenton, Aug. 14.- The State Highway Department will hold a public hearing August 28 at Somerville on a 16 mile section of proposed Interstate and Defense Freeway Route 104 alignment through Somerset County.

The hearing, scheduled for 10:30 a.m. in the Somerville High School, will cover the Department's alignment proposal for the route from present Route U.S. 22, west of Bound Brook, to the Passaic River, the Somerset-Morris County line. The proposed four lane freeway's river crossing would be a short distance east of the present Route 202 river crossing.

The August 28 session will be the third held by the State Highway Department on sections of the 64 mile freeway that is to originate at Route U.S. 1 near Metuchen, Middlesex County, loop around Bound Brook and leave the state at its northern border near Suffern. Total estimated cost of the route is \$155.7 million, 90 percent of which will be paid for by the Federal Government as part of its program to put 41,000 miles of interstate freeways into country-wide operation by 1970.

A public hearing in May, 1957, cleared alignment of the route from Metuchen to Route U.S. 22, a distance of 13 miles. Construction within that section, at the two Raritan River crossings of the route, is now ready to begin.

A second public hearing, held on the fifth of this month, covered a 5.4 mile section of the proposed route through Parsippany-Troy Hills, Mountain Lakes, Boonton and Montville Township, Morris County.

At the August 28 hearing in Somerville, the State Highway Department's engineers will outline their proposed alignment through the Somerset Townships of Bridgewater, Bedminster and Bernards and through the Borough of Far Hills.

1958
ROUTE F.A.I. 104 HEARING

A State Highway Department spokesman said the hearing will deal only with alignment of the proposed route through the municipalities. Details of final engineering, such as the design and final location of interchanges with local roads and individual properties that the Department will have to acquire in order to construct the route, will have to await completion of further study.

The spokesman said that although early planning of the Department is to initially construct the route as a 4-lane divided freeway, no indication could be given at this time as to when the construction would begin.

Although the route is planned as part of the national network of freeways that will link nearly all major cities and industrial areas of the United States, with a particular purpose of serving as a circumferential route around the New York metropolitan area, it will in its southern extremity fulfill a vital need as an East-West Freeway through Middlesex County. Its northern portion will relieve present Route 202 as a principal north-south State route.

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RELEASE THURS. P.M., AUG. 14

Trenton, Aug. 14.- New Jersey and out-of-state motorists are apparently becoming increasingly litter conscious with the result that less trash is being strewn along State roadsides, according to State Highway Commissioner Dwight R. G. Palmer.

The Commissioner's observation was based upon preliminary reports received by maintenance supervisors following Monday morning tours of heavily traveled recreation roads in all sections of the State.

While the results appear to coincide with the Highway Department's erection of "No Litter" signs, Commissioner Palmer prefers to take a broader view. He believes that the continuing educational program conducted by the Press, the Garden Clubs, the N.J. Roadside Council, as well as, Keep America Beautiful and others has been responsible in a large measure for the improvement. He also feels that most people wish to maintain clean roadsides and consequently are cooperating with the overall program.

The new Highway Department signs, 875 of which have now been erected throughout the State, bear the wording "NO LITTER - FINE \$50" in black letters on a reflecting white background for day and night visibility. They have been erected at five-mile intervals in both directions on all State highways with the exception of built-up areas of municipalities.

Figures compiled previously by the Highway Department place the Department's annual cost of litter pick-up at approximately \$275 a mile. Commissioner Palmer is hopeful that with the continued cooperation of motorists this cost can be materially reduced and the savings applied to improving the highways.

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N.J. STATE HIGHWAY DEPARTMENT

IMMEDIATE RELEASE

1958

ROUTE 322 - BLACK HORSE PIKE
Hamilton Township, Atlantic County.

Trenton, July 15.- The New Jersey State Highway Department received five bids today for dualizing 3.8 miles of the Black Horse Pike (Rte. 322), from Route 50 to the McKee City circle, in Hamilton Township, Atlantic County.

The low bid of \$848,606.75 was submitted by Ole Hansen & Sons, of Pleasantville.

Included in the construction will be two pairs of "jug-handles" for left turns and "U" turns and three miles of concrete center barrier.

One pair of jug-handles will be built at the Cologne-Port Republic Road and the other pair about midway between that intersection and the Route 50 clover-leaf.

The jug-handles at the Cologne-Port Republic Road will permit all turns at the intersection to be made in complete safety from off the main highway. The other pair, a Highway Department spokesman said, will primarily serve to permit "U" turns off the highway.

According to Highway Department construction plans, the solid concrete barrier, 30 inches across its base and standing 20 inches above the new pavement surface, will be built in the center of the roadway throughout the major portion of the project in lieu of the formerly conventional center island.

A Department spokesman said construction of more than 40 miles of similar barriers, mostly on heavily traveled North Jersey routes, have proved them "superior beyond comparison" to any other narrow-width centerline median in preventing head-on collisions.

A 50-foot wide center island that will contain turning slots for traffic to enter and leave two local streets adjacent to the McKee City circle, will extend 3,700 feet westerly from the traffic circle.

1958
Route 322 - Black Horse Pike
Atlantic County.

Dualization over the major portion of the project will be accomplished by adding 18 feet of new roadway to the southerly side of the existing concrete pavement and 8 feet to the northerly side, constructing the center barrier, and surfacing the entire roadway with bituminous concrete.

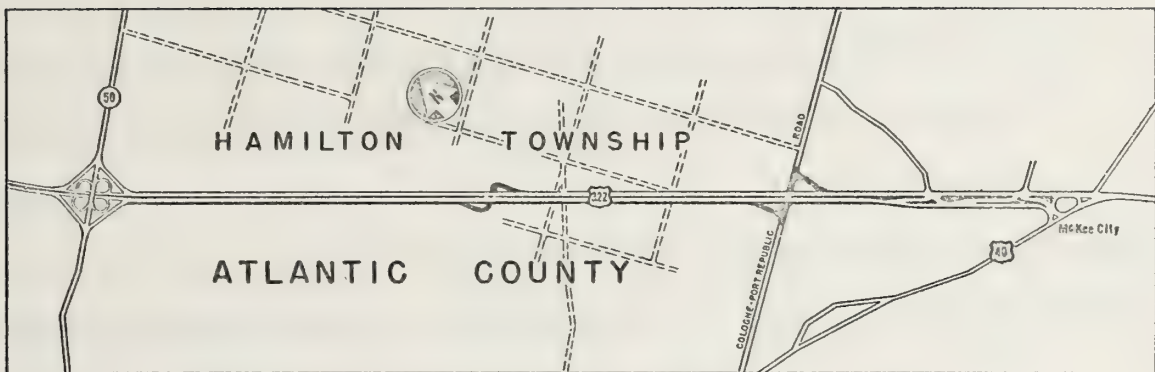
The completed facility will provide separate roadways 26.7 feet wide. Each roadway will have a hard surfaced shoulder 10 feet wide along its outer edge.

As a protection to vacation travel during the actual construction period, the entire width of the present roadway is to be kept open for traffic on weekends, holidays, and after 4:30 p.m. daily. All of the work is to be completed by December 1 of this year.

Other bids received on the project were: Weldon Contracting Co., Westfield, \$849,644.40; Gaskill Construction Co., Riverside, \$849,816.83; Bancheri Construction Co., Hammonton, \$875,073.88; Edw. W. Ellis & Sons, Merchantville, \$995,342.60.

The cost of the work will be shared by the U.S. Bureau of Public Roads. Award of contract will not be made until a review of the low bid has been made by both Highway Department and Federal Bureau engineers.

#####



Route 322 - Black Horse Pike, Hamilton Twp., Atlantic County.
Bids Received July 15, 1958.

Trenton, July 23.- The State Highway Department received five bids today for replacing approximately six miles of center island on Route 1 in South and North Brunswick Townships, Middlesex County, with a concrete barrier curb.

The lowest bid was \$1,504,777.95. It was submitted by the Kingston Bituminous Products Co., of Kingston, N.J. Other bidders were: Franklin Contracting Co., Little Falls, \$1,529,219.24; Halecrest Co., Metuchen, \$1,542,422.88; Geo. M. Brewster & Son, Bogota, \$1,593,837.21; Standard Bitulithic Co., Newark, \$1,620,741.45.

As part of the project the Highway Department will widen the route, restrict center island openings, build 21 jug-handle left turn and turnaround facilities, and resurface the roadways within the six mile stretch.

The southerly limit of the project is just south of Stout's Lane, South Brunswick Township. The northerly limit is to be Adams Lane, in Adams, North Brunswick Township.

Through widening operations each of the twin 25 foot wide roadways will be made 27 feet wide and the existing five foot wide shoulders rebuilt to a minimum width of 10 feet.

The barrier curb that will replace the existing 12 foot wide center island will be the standard reinforced concrete installation that extends 20 inches above the pavement surface. More than 40 miles of similar barriers have been built by the Department on heavily traveled routes, principally in the North Jersey urban areas.

A Highway Department spokesman said the installations already made have been "dramatically effective" in eliminating head-on collisions.

Openings in the barrier will be made only opposite the jug-handles, the spokesman said. Traffic wishing to reverse its direction or turn left from the highway will be restricted to doing so at the jug-handles.

1958

ROUTE 1 - Middlesex County - Bids

Jug-handles are to be constructed in pairs, one on each side of the highway, at Stout's Lane; mid-way between Stout's Lane and New Road; at New Road; at Sand Hill Road; midway between Sand Hill Road and Deans Lane; a pair split to serve Deans Lane and Franklin Park Road; a single unit on the west side of the highway at Black Horse Lane; a pair at Finnegan Lane; at Franklin Avenue; at Washington Street; and a pair split to serve Adams Lane and Cozzens Lane.

Underground installations will be made at all of the jug handles for future erection of traffic signals at such time as traffic volumes require them.

The resurfacing of the route will be a three-inch layer of bituminous concrete.

All of the work is to be completed within 200 working days after the contract is awarded. All bids will be reviewed by State Highway Department and Bureau of Public Roads engineers before the award is made.

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Route 1 - South and North Brunswick Townships, Middlesex County
Bids Received July 23, 1958.

N.J. STATE HIGHWAY DEPARTMENT
IMMEDIATE RELEASE

1958
TRENTON E-W OVERPASSES - BIDS

Trenton, July 23.- The New Jersey State Highway Department received five bids today for two pedestrian overpasses over the East-West Highway, (Route 29).

The low bid was submitted by John W. Thompson Co., of Trenton. The firm's bid was \$126,974.75. Other bidders were: J.F. Chapman & Son, of Hillside, \$138,833.30; Ell Dorer Contracting Co., Irvington, \$143,978.55; S.T.G. Construction Co., New York City, \$157,165.00; Public Constructors, Inc., Gloucester, \$160,327.10.

A Highway Department spokesman said the overpasses will permit safe access to Stacy Park from residential areas. Park and residential areas lie on opposite sides of the Route.

The foot bridges, which will be seven feet wide and about 110 feet long, are to be constructed at South Hermitage Avenue and at a site midway between South Eastfield and South Lenape Avenues.

Construction is expected to require 90 working days. The Federal Bureau of Public Roads will pay half the cost.

The spokesman explained that the overpasses will have minimum clearance of 14 feet, six inches. Concrete approach ramps of varying lengths will be used instead of steps.

A five-foot wire mesh fence - to prevent pedestrians from crossing the highway at points other than the bridges - will extend from the Filtration Plant near Calhoun Street to an existing fence near the residential section of the island.

A similar fence now exists on the north side of the highway between the two overpass locations.

1958
Trenton E-W Overpasses - Bids

At the Lenape Avenue span, the approach ramps will be 195 feet on the south side and 180 feet on the north side.

The south side approach ramp at Hermitage Avenue will be 145 feet and will run parallel to the highway east of the bridge. The north side ramp will be 154 feet long and will run along the highway west of the bridge.

#####

IMMEDIATE RELEASE

Trenton, July 23.- The D & L Contracting Company, of Rahway, submitted a low bid of \$289,195.02 for conversion of Route 18 into a dual highway between the Old Bridge-New Brunswick Turnpike and West Amhurst Street, in East Brunswick Township, Middlesex County.

Other bidders were: The Middlesex Concrete Products & Excavating Corporation, Woodbridge, \$290,882.83; Hess Brothers , Parlin, \$318,132.54; Manzo Contracting Co., Matawan, \$354,721.71; M.J. Stavola, Red Bank, \$379,791.61.

In addition to dualizing the one-mile section of presently three-lane highway, the project calls for construction of a jug-handle left turn and turnaround facility for northbound highway traffic at Tice's Lane and a duplicate facility for southbound traffic at Prospect Street.

The completed dual main-line roadways will each be 26 feet wide, bordered on the outer edge by an 11-foot hard surfaced shoulder and a similar shoulder 4 feet wide along the center.

The two roadways will be separated by a 2-foot high dual-faced steel beam guard rail to prevent either accidental or intentional crossing over from one roadway to the other.

Each roadway will be surfaced with bituminous concrete. The present concrete pavement will remain to serve as a foundation for the northbound roadway.

All of the work of the project is to be completed within 90 working days after the contract is awarded.

#####



Route 18 - East Brunswick Twp., Middlesex County.
Bids Received July 23, 1958

IMMEDIATE RELEASE

Trenton, July 24.- The New Jersey State Highway Department received seven competitive bids today on a project designed to add traffic handling capacity and safety to Route 3 in Clifton, Passaic County.

The lowest bid, \$773,332.78, was submitted by L. Zimmerman & Sons, of Hillside. Other bidders were: Franklin Contracting Co., Little Falls, \$801,827.93; Geo. M. Brewster & Son, Bogota, \$848,792.96; C. F. Malanka & Sons, Union City, \$900,454.15; J. F. Chapman & Son, Hillside, \$910,052.19; S.J. Groves & Sons Co., Woodbridge, \$1,077,056.64; P. Michelotti & Sons, Saddle Brook, \$1,153,317.61.

The Highway Department's plans call for adding a new 12 foot wide traffic lane and a 10 foot hard surfaced shoulder for emergency use along the outer edge of the existing eastbound and westbound roadways.

The westerly limit of the 2.8 mile project is Grove Street. Its easterly limit is a short distance west of Passaic Avenue where it will match up with the end of the route's present six lane width.

Throughout the length of the project existing ramp and turnout entrances and exits will be modernized by adding acceleration and deceleration lanes to permit safer access and egress. Entirely new ramps will be added at some locations.

At Grove Street, where the highway overpasses the local facility, a new ramp will be added to eliminate an increased left turn movement. It will lead from Grove Street to eastbound Route 3.

The existing Route 3 bridge over Broad Street will be widened to make room for new acceleration and deceleration lanes on the highway that connect with existing ramps.

1958
ROUTE 3 BIDS
Passaic County.

At the Garden State Parkway interchange area, the Highway Department plans to revise both eastbound and westbound connecting ramps to ease present curvature and provide acceleration and deceleration lanes.

At Bloomfield Avenue the construction will include widening the present highway bridge and building acceleration and deceleration lanes.

The project, in which the Federal Bureau of Public Roads will share the cost, is to be completed within 100 working days after the contract is awarded.

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Route 3 - Clifton, Passaic County.

Bids Received July 24, 1958.

IMMEDIATE RELEASE

Trenton, July 24.- A \$620,078.80 bid submitted by the Gaskill Construction Co., of Riverside, was the lowest of five received by the N. J. State Highway Department for converting approximately 2 miles of Route 73, between Route 130 and the Tacory-Palmyra Bridge approach, from a three-lane to a four-lane dual roadway facility.

The project limits are within Palmyra and Pennsauken Township, Burlington County. The other bidders were: Union Paving Co., Wynnewood, Pa., \$720,638.77; Bancheri Construction Co., Hammonton, \$734,011.45; Edward H. Ellis & Sons, Merchantville, \$742,783.20; S. J. Groves & Sons Co., Woodbridge, \$927,729.15.

Construction plans call for adding variable width widening that will result in a finished roadway consisting of two 27-foot roadways separated by a 2-foot high concrete barrier and flanked by 10-foot wide hard surfaced shoulders for emergency use.

In addition to the widening and dualization work, the project also includes revision of existing ramp connections on the westerly side of Route 130. The revisions will ease curvatures and add acceleration and deceleration lanes connecting with the ramps.

The plans also call for construction of five jug-handle left turn and turn-around facilities. A single unit will be constructed on the east side of the highway near Jefferson Street, one on each side of the highway at Hilton Road, and a similar pair at Remington Road.

The jug handles permit left turns and "U" turns to be made in safety from outside the mainline roadway limits.

1958
ROUTE 73 BIDS

The center barrier to be built under the contract is similar to that used by the Highway Department to prevent head-on collisions on more than 40 miles of the highway system.

The Federal Bureau of Public Roads will share in the cost of the project, which is to be completed within 160 working days after award of the contract.

#####



Route 73 - Palmyra & Pennsauken Township, Burlington
and Camden Counties.
Bids Received July 24, 1958.

Trenton, July 24.- The New Jersey State Highway Department today received 9 bids for paving Route 42 (North-South) Freeway in Camden and Gloucester Counties from the Black Horse Pike to Turnersville.

The lowest bid was \$1,538,937.52. It was submitted by Thomas Nicol Co., of Farmingdale. Other bidders were: F.A. Canuso & Sons, Philadelphia, \$1,557,835.15; Gaskill Construction Co., Riverside, \$1,579,995.68; Public Constructors, Inc., Gloucester, \$1,586,082.56; The Weldon Contracting Co., Westfield, \$1,600,000.00; Geo. M. Brewster & Son, Bogota, \$1,697,322.26; Franklin Contracting Co., Little Falls, \$1,703,450.98; Ole Hansen & Sons, Pleasantville, \$1,716,970.04; S. J. Groves & Sons Co., Woodbridge, \$1,901,472.60.

Grading and structures on the three and three-quarter mile section of the super highway were covered in a previous contract.

The paving contract calls for two 24-foot roadways of reinforced concrete nine inches thick upon an eight-inch granular base. On the outer side of each roadway a 10-foot bituminous shoulder eight inches thick will provide for safe off-the-road stops.

A five-foot shoulder on the inner side of each roadway will serve as a buffer strip between the pavement and the 74-foot wide center island.

Ramp connections with the Freeway will be provided at the Black Horse Pike, Coles Road, the Blackwood-Clementon Road and Sicklertown Road. Also included in the contract is a truck turnout located about half way between Davistown Road and Little Gloucester Road.

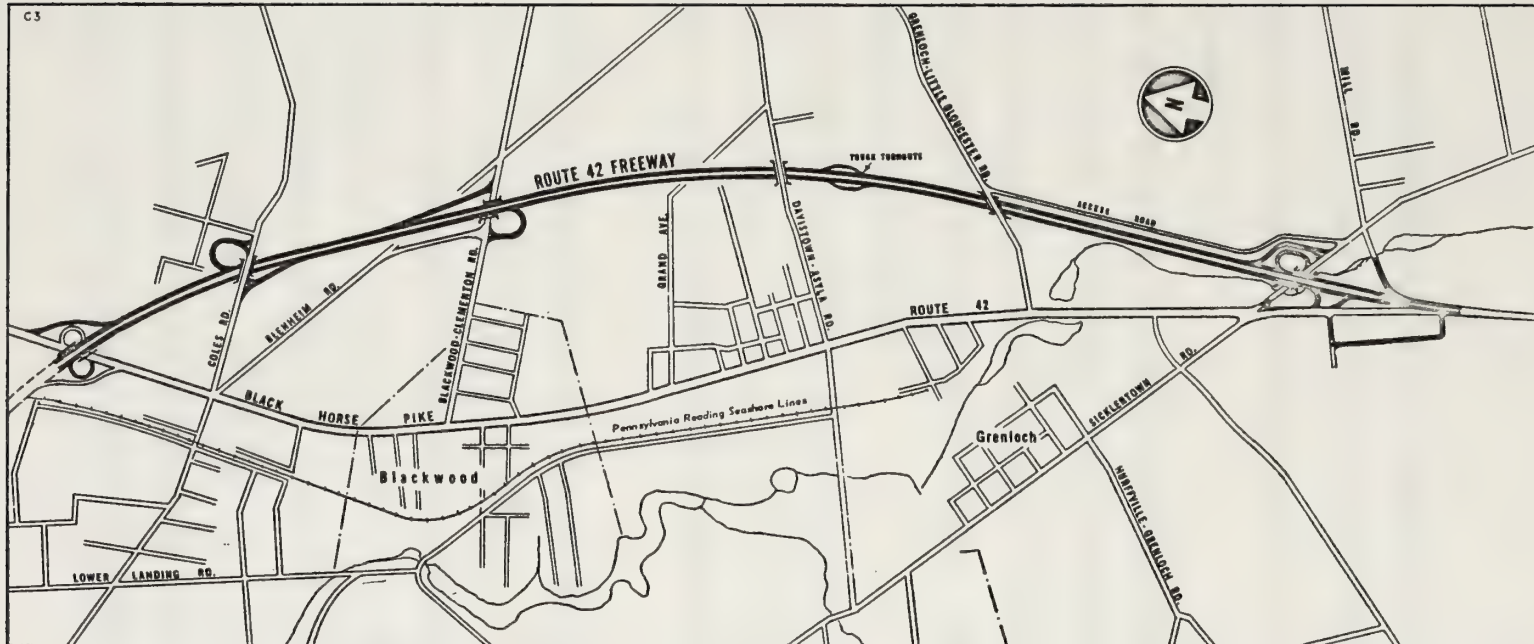
As the proposed construction will cut the Blenheim-Erial Road near its intersection with the Blackwood-Clementon Road, the plans call for construction of a new 30 foot wide roadway that will parallel the west side of the Freeway and connect the two local roads.

1958
Route 42 (North-South) Freeway
Camden-Gloucester Counties.

One hundred and sixty working days will be permitted for the completion of the project in which the U. S. Bureau of Public Roads will share the cost.

All bids will be reviewed by State Highway and Federal engineers prior to award of the contract.

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Route 42 - North-South - Freeway, Camden and Gloucester Counties
Bids Received July 24, 1958.

N.J. STATE HIGHWAY DEPARTMENT
IMMEDIATE RELEASE

1958
ROUTE 206 BIDS
Beden's Brook, Somerset County.

Trenton, July 28.- A \$228,096.15 bid by J.F. Chapman & Son, of Hillside, was the lowest of eight received today by the N.J. State Highway Department for construction of a new and wider bridge to carry Route 206 over Beden's Brook in Montgomery Township, Somerset County.

Other bidders were: W.R. Ferguson, Inc., Newark, \$231,701.40; Brann & Stuart Co., Trenton, \$236,782.34; Public Constructors, Inc., Gloucester, \$238,782.85; Ell Dorer Contracting Co., Irvington, \$262,422.94; Construction Service Co., Bound Brook, \$291,006.60; D. Scatuorchio Construction Co., Rahway, \$291,235.55; H.L. Harrison & Son, Westfield, \$349,363.30.

Under the proposed contract the existing bridge, which permits a total roadway width of 20 feet, will be removed. The new bridge will have an overall width of 64 feet. Its concrete deck will provide a 54-foot wide roadway flanked by five foot sidewalks.

The existing route will be widened from its present two lanes to four lanes for a distance of 250 feet on each end of the new bridge.

Approximately 150 feet of Griggstown Road, which now intersects the highway immediately adjacent to the northerly end of the existing bridge, will be relocated and widened. Its intersection will be moved 100 feet north.

To prevent the work from interfering with vehicular traffic of the highway and local streets, the Highway Department will construct a 34 foot wide hard surfaced detour roadway and a temporary bridge prior to removing the existing facility.

The temporary bridge will be located 100 feet west of the present structure and will provide, in addition to a 34 foot roadway, two 3 foot wide sidewalk areas.

1958
Route 206 Bids
Beden's Brook, Somerset County.

The detour roadway will leave the main highway approximately 300 feet south of the present bridge and re-enter about 200 feet north of it.

All of the work of the project, the cost of which will be shared in by the Federal Bureau of Public Roads, is to be completed in 120 working days after awarding the contract. All bids will be reviewed by State Highway and Federal Bureau engineers before the contract is awarded.

#####

Trenton, July 28.- The State Highway Department today received bids on construction of two viaducts for the Middlesex East-West Freeway section of Interstate and Defense Route 104. The low bid was \$4,106,170.50, submitted by Franklin Contracting, Little Falls.

Other bidders were: Ell Dorer Contracting, Irvington, \$4,126,874.30; George M. Brewster & Son, Bogota, \$4,185,894.45; S.J. Groves & Sons, Woodbridge, \$4,543,248.60; Brookfield Contracting, New York City, \$4,655,939.50 and Johnson Drake & Piper, New York City, \$4,729,068.24.

The project will consist of building viaducts in both Somerset and Middlesex counties within the municipal limits of South Bound Brook, Piscataway, Franklin and Bridgewater Townships.

The largest structure will be located in Somerset County, spanning the Raritan River between Franklin and Bridgewater Townships. In addition to the river, the 1,367 foot long viaduct will overpass the Lehigh Valley and Reading Railroads and the Delaware and Raritan Canal. There will be 18 individual bridge spans.

The second structure will carry the future freeway over the Raritan River, Easton Avenue and the Delaware and Raritan Canal, between Piscataway in Middlesex County and Franklin Township in Somerset County.

It will be 706 feet in length, consisting of eleven separate spans.

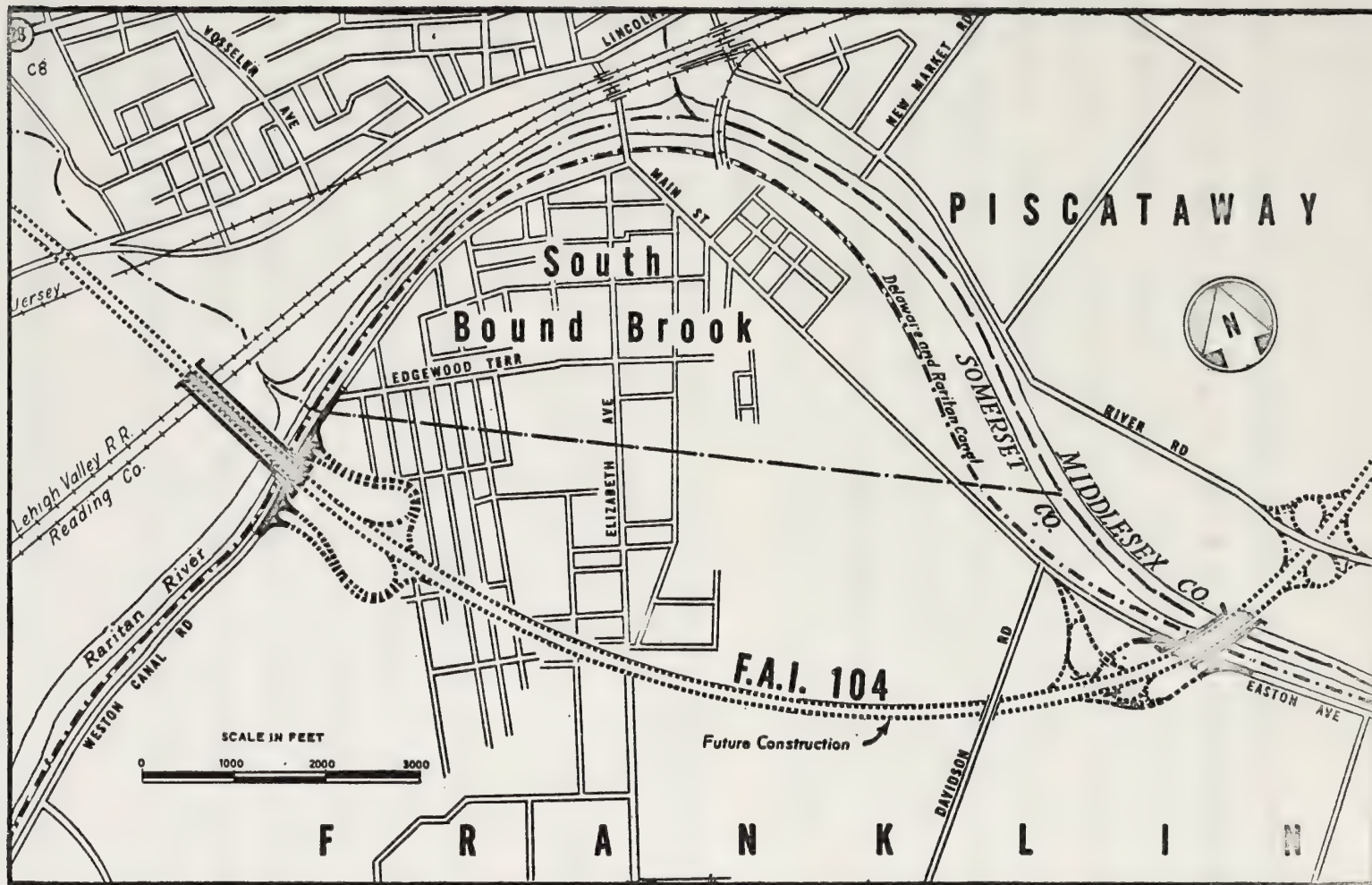
Both viaducts will clear the Raritan River by approximately 35 feet. The spans between substructure piers will be made with pre-stressed concrete girders. Bridge piers will be reinforced concrete.

The concrete roadway deck of each viaduct will provide for two 42-foot wide roadways (3 Lanes) separated by a 2 foot high solid concrete barrier. A two foot high concrete parapet surmounted by a railing one and one-half feet high will be constructed along the outer edge of the bridge deck.

The overall route, of which the viaducts will be a part, will extend from Route 1 near Metuchen, Middlesex County, looping around Somerville and swinging northward to the New York State line near Suffern. Its total length will be 64 miles and cost is estimated at 155.7 million. The Federal Government will pay 90 percent of its construction cost.

300 working days will be allowed for construction of the bridges to be built under this contract. All bids will be reviewed by State Highway and Bureau of Public Roads engineers before the contract is awarded.

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ROUTE F.A.I. 104 - MIDDLESEX EAST-WEST FREEWAY. SOMERSET & MIDDLESEX COUNTIES.
BIDS RECEIVED JULY 28, 1958

Trenton, July 28.- The T.T. & L. Construction Co., of Paramus, submitted the lowest of three bids received by the N.J. State Highway Department today for replacing the present Route 1 (Tonnele Avenue) traffic circle at Route 3 with a traffic signal controlled at-grade channelization. The firm's bid was \$164,968.32.

Other bidders on the North Bergen project were: C.F. Malanka & Sons, of Union City, \$185,352.50, and the N.J. Asphalt & Paving Co., Jersey City, \$193,999.70.

A Highway Department spokesman said the improvement has been made necessary because traffic loads have increased beyond the handling capacity of the existing traffic circle. The present circle is about 200 feet across and carries only two lanes around its perimeter.

Route 3 originates at the circle and is a principal highway connecting to the Lincoln Tunnel, the Rutherford area of Bergen County, and Passaic County points. Route 1 (Tonnele Avenue) continues beyond the circle to the George Washington Bridge.

The Department spokesman said the new channelization will favor the heaviest traffic movement, which is from Route 1 northbound to Route 3. Three lanes will be provided for northbound Route 3 traffic and two lanes for southbound.

The Route 1 through traffic movements will also be eased as the channelization will permit almost straight-through travel for both northbound and southbound Route 1 traffic in the intersection area. Two lanes will be provided for each direction of traffic.

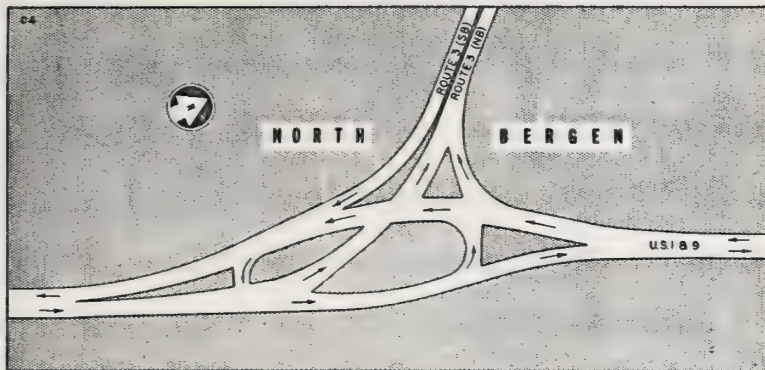
Other connecting lanes will be constructed in order that all present traffic connections with existing local streets can be preserved. Only portions of the existing pavements will remain and they will serve as parts of supporting base for the bituminous concrete surface of the finished intersection. New stone macadam base will be added where necessary.

1958ROUTES 1 & 3 CHANNELIZATION BIDS
N. Bergen, Hudson County.

In addition to the roadway construction, the improvement will include a new storm drain system. Heavy rainfalls have caused maintenance problems as well as inconvenience to motorists at the circle in the past.

The Federal Bureau of Public Roads will share in the project's costs. All work is to be completed within 60 working days after the contract is awarded. All bids will be reviewed by State Highway and Federal Bureau engineers before the contract is awarded.

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ROUTE 1 & 3 CHANNELIZATION
North Bergen, Hudson County.

Bids Received July 28, 1958

Trenton, July 28.- The New Jersey State Highway Department today received bids on dualization of Route 202 from the Flemington Circle, in Flemington, to the South Branch of the Raritan River in Raritan Township, Hunterdon County.

The lowest bid was submitted by Public Constructors, Gloucester. The firms bid was \$686,731.28. Other bidders were: Franklin Contracting Co., Little Falls, \$751,464.95; J.F. Chapman & Son, Hillside, \$764,616.62; Weldon Contracting Co, Westfield, \$772,629.84; S.J. Groves & Sons, Woodbridge, \$927,163.25.

Also included in the 2.3 mile project are improvements of the Church Street, Greenwood Place, Reaville Road and Clover Hill Road intersections.

The present roadway consists of two traffic lanes, each 10 feet wide, bordered by 10 foot shoulders. The dualization will take place on the north side of the present road, which will remain for use as the eastbound roadway when the project is completed.

The new roadway will be built of reinforced concrete, 25 feet wide, with a 10 foot wide hard surfaced shoulder along its outer edge. It will be separated from the present roadway by a 22 foot wide depressed center island.

The new center island will be continuous throughout the length of the project. Left turn slots will be built into the island area at each of the four existing intersecting streets so that the turns can be made in safety.

All of the work is to be completed within 90 days after the contract, cost of which will be shared by the Federal Bureau of Public Roads, is awarded. All bids will be reviewed by State Highway and Bureau of Public Roads engineers before the award is made.

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IMMEDIATE RELEASE

Trenton, July 29.- A \$1,011,990.31 bid by the Gaskill Construction Co., of Riverside, was the lowest of seven received by the New Jersey State Highway Department on a project to convert 1.7 miles of Route 130, adjacent to the Delaware Memorial Bridge in Salem County, into a four-lane freeway section of Interstate and Defense Route 108.

The original construction, consisting of a 24 foot wide concrete roadway and improved shoulders, was performed by the Highway Department in 1951. It will remain to serve as the northbound roadway of the dual freeway.

Other bidders were: Public Constructors, Inc., Gloucester City, \$1,024,647.18; Ole Hansen & Sons, Pleasantville, \$1,043,587.00; Edward H. Ellis & Sons, Merchantville, \$1,132,192.12; F.A. Canuso & Sons, Philadelphia, \$1,137,410.28; Geo. M. Brewster & Son, Bogota, \$1,225,611.38; S.J. Groves & Sons Co., Woodbridge, \$1,267,645.64.

A new roadway, separated from the existing one by a 60 foot wide center island, and necessary bridges, will be constructed. The new roadway will be reinforced concrete, 25 feet wide, with a 12 foot wide outer hard surfaced shoulder.

At Plant Street, where half of the ultimate overpass of the highway was constructed, the second bridge will be built and ramps to provide for full interchange of traffic will be constructed.

A new bridge to carry the new southbound roadway across the Salem Canal adjacent to the Delaware Memorial Bridge approaches will also be constructed as part of the contract.

The Federal Bureau of Public Roads will pay 90 percent of the contract costs. The completed section of roadway will be a part of Interstate and Defense Route 108, which will be 65 miles in its total length.

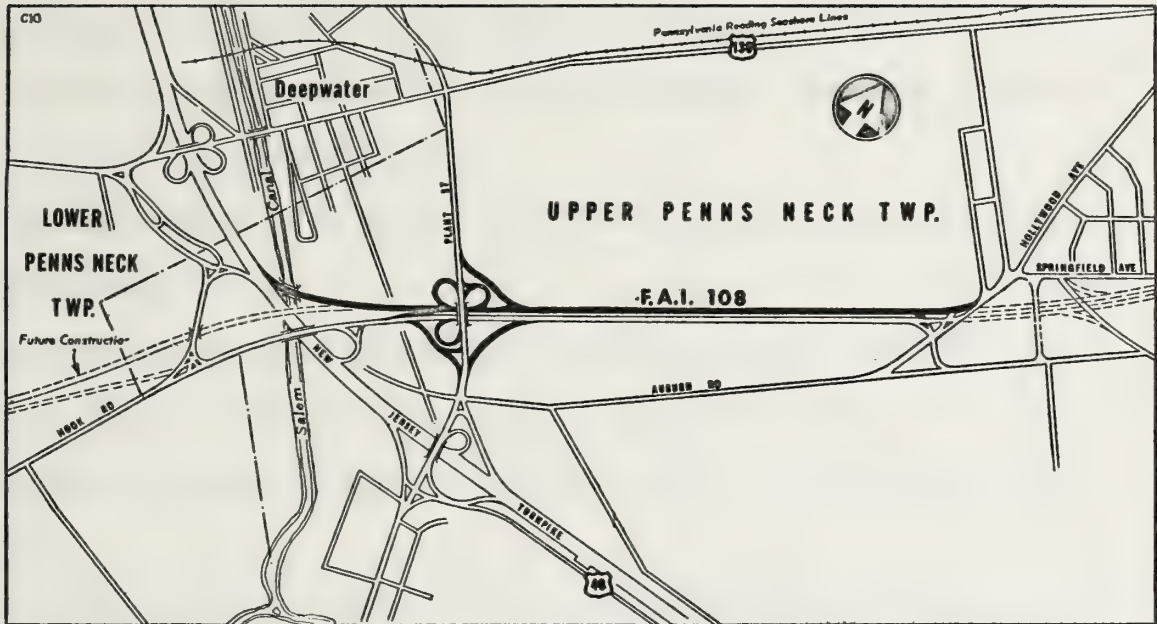
1958
ROUTE F.A.I. BIDS
Salem County.

It will traverse a north-south direction to serve the industrial area of the lower Delaware Valley between Deepwater and Trenton. Its ultimate cost is estimated at \$131 million by the State Highway Department.

A Highway Department spokesman said that portions of the entire length of the Freeway will be deferred until traffic needs of the Delaware Valley require its construction.

The 1.7 miles now proposed are to be completed within 160 working days after the contract is awarded. All bids will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before the contract is awarded.

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ROUTE F.A.I. 108 - SALEM COUNTY

BIDS RECEIVED JULY 29, 1958

Trenton, July 29.- The Middlesex Conc. Products & Excav. Co., of Woodbridge, submitted the lowest of three competitive bids received by the New Jersey State Highway Department today for construction of "jug handle" left turn and turn-around facilities at the Route 1 intersections of Parsonage Road in Edison Township, and Ford Avenue and Poor Farm Road in Woodbridge Township, Middlesex County. The firm's bid was \$226,443.82.

Other bidders were: C. H. Winans Co., Roselle, \$232,990.40; Halecrest Co., Metuchen, \$251,624.00.

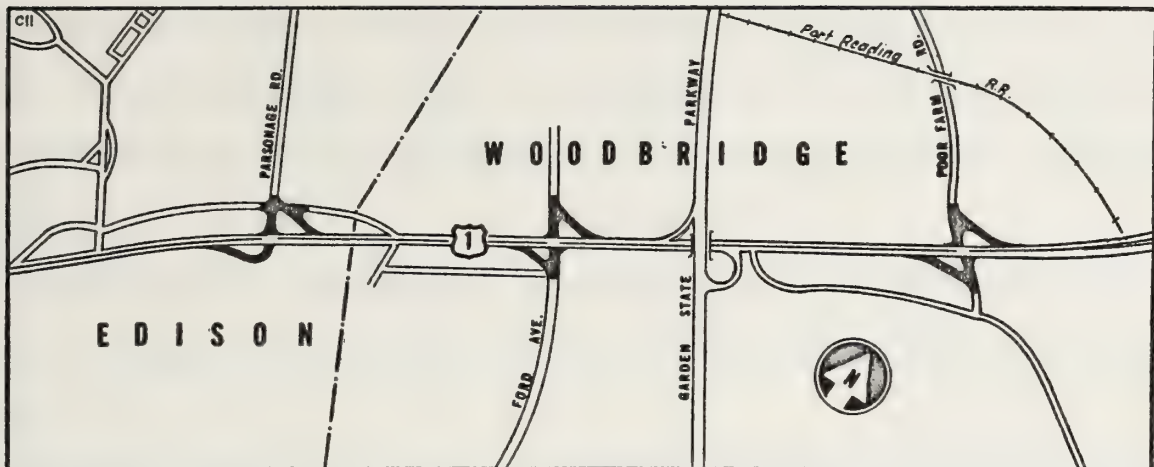
Also part of the proposed work will be the closing of 13 existing openings in the Route 1 center island from approximately 1500 feet north of Poor Farm Road and continuing through to about 1,900 feet south of the Parsonage Road intersection.

A Highway Department spokesman said the project is aimed at increasing the safety of Route 1. It is part of an overall statewide program of closing center island openings and installing jug-handles that has been accented by the Highway Department for the past four years.

The jug-handles permit left turns and "U" turns to be made from outside the limits of the highway. Closing the center island removes possibility for making the hazardous left turns from the inner lane of the highway.

Cost of the project will be shared in by the Federal Bureau of Public Roads, and all bids will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before the contract is awarded. The contract must be completed within 50 working days after the award is made.

The jug-handle installations will be similar to those recently completed at U. S. 1 intersections at Bakers Basin and Province Line Roads in Mercer County and at Old Post Road, Wood Avenue, and Lafayette Avenue in Middlesex County.



ROUTE 1 - EDISON and WOODBRIDGE TOWNSHIPS, MIDDLESEX COUNTY

BIDS RECEIVED JULY 29, 1958

1958

MIDLAND AVENUE OVERPASS BIDS
Route 17, Paramus

Trenton, July 29.- The New Jersey State Highway Department today received four bids for the construction of an overpass bridge and approach ramps to carry Midland Avenue over Route 17 in Paramus, Bergen County.

The lowest bid was \$605,258.07. It was submitted by Peter W. Kero, Inc., of Carlstadt. Other bidders were: Franklin Contracting Co., Little Falls, \$623,314.63; Geo. M. Brewster & Son, Bogota, \$644,634.33; Public Constructors, Inc., Gloucester, \$646,196.01.

The structure will carry Midland Avenue over Route 17 on two spans of 86 feet each. The upper roadway will be 34 feet between curbs and have two seven foot sidewalks.

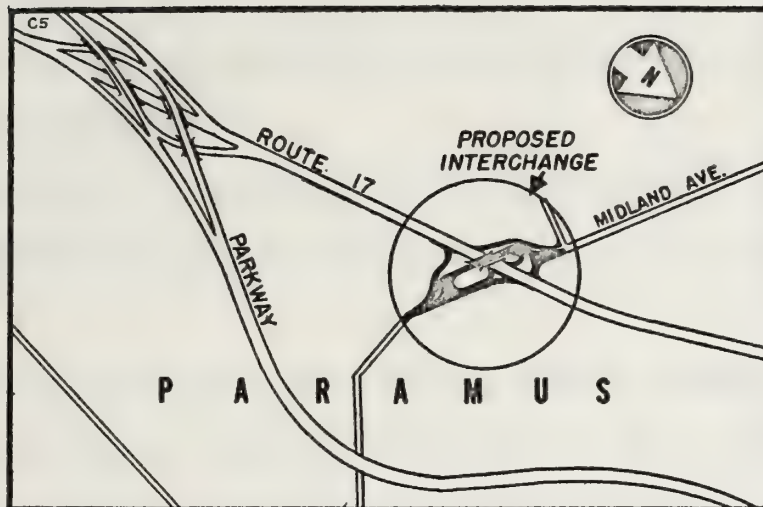
At the lower level Route 17 will be widened from a point about one-quarter mile on either side of Midland Avenue so that in the vicinity of the bridge it will have two roadways of 42 feet each separated by a 30-foot center island.

Through a series of ramps on each end of the bridge all traffic movements between Route 17 and Midland Avenue will be possible with no left turns on the highway.

Specifications provide that traffic of both the highway and the local street shall be maintained through the construction area at all times. A total of 210 working days will be permitted for completing the project.

All bids submitted today will be reviewed by State Highway and Federal Bureau of Public Roads engineers before the contract is awarded.

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ROUTE 17, PARAMUS, BERGEN COUNTY

BIDS RECEIVED JULY 29, 1958

Trenton, July 29.-- The lowest of four bids received by the New Jersey State Highway Department today for constructing twin bridges to carry Interstate & Defense Freeway Route 101 over the D.L. & W. Railroad in Roxbury Township, Morris County, was submitted by Ell Dorer Contracting Co., Irvington. The firm's bid was \$1,038,888.88.

Other bidders were: Franklin Contracting Co., Little Falls, \$1,074,432.04; J. F. Chapman & Sons, Hillside, \$1,090,436.39; Peter W. Kero, Inc., Carlstadt, \$1,168,315.19.

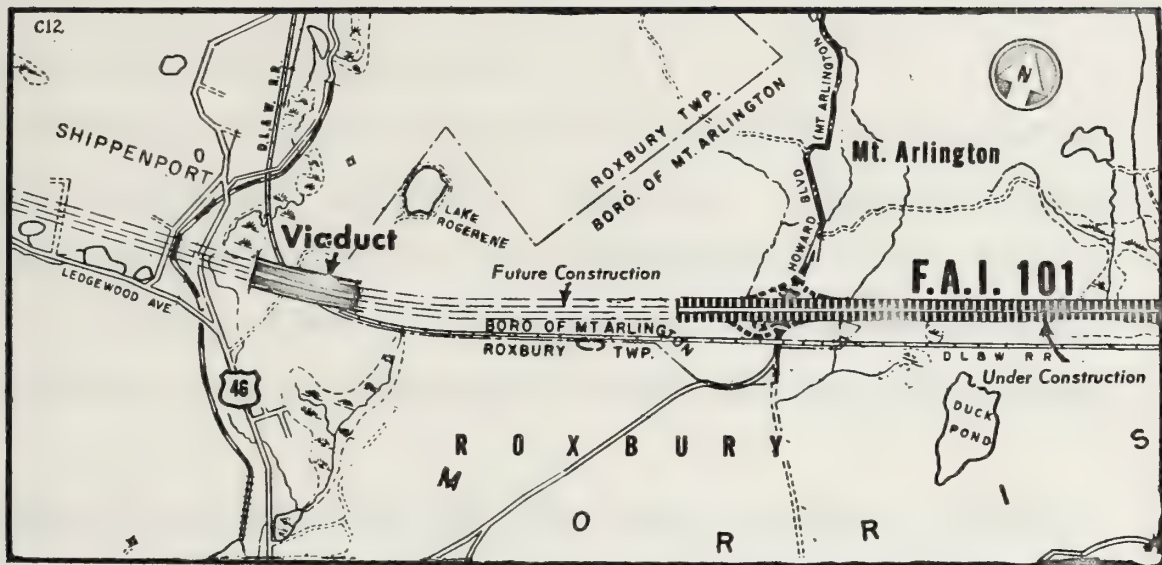
The structures, which are tied together on common abutments are of welded steel girder construction. They will provide for two 52-foot main roadways of the freeway and be separated sufficiently to allow a 42-foot island between the roads.

Clearance above the four tracks of the railroad has been set at twenty-three and one-half feet.

The work is keyed to other construction on Route 101 currently under way in the Wharton-Denville area. A total of 175 working days will be allowed for completing the bridges.

Route F.A.I. 101 is one of New Jersey's eight Interstate and Defense highways. It will extend from the George Washington Bridge to the Delaware Water Gap, a distance of 72 miles. Its total cost is estimated at 387 million dollars of which 90 percent will be paid by the Federal Government. All bids will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before the contract is awarded.

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ROUTE F.A.I. 101, ROXBURY TOWNSHIP, MORRIS COUNTY

BIDS RECEIVED JULY 29, 1958

Trenton, July 31.- The firm of C.F. Malanka & Sons, of Union City, today submitted the lowest of three bids received by the State Highway Department for improving Route 46 in Lodi, Hasbrouck Heights, Teterboro and Little Ferry, Bergen County. The firm's bid was \$396,298.80.

Bids received on the project on July 8 were subsequently rejected by the State Highway Department and the project re-advertised. A Department spokesman said only two firms submitted bids at that time and each of the bids exceeded the Department's estimated cost of the proposed work. In such instances, the Department's policy is to open the project to public bids again, the spokesman said.

In addition to the Union City firm, other bidders today were: Holmes & Knudsen Inc., W. Englewood, \$399,803.90; Geo. M. Brewster & Son, Bogota, \$406,442.30.

The work will include closing existing center island openings in Lodi and Hasbrouck Heights; revising ramp connections to the highway at Main Street, Lodi; providing new connections at Grandview Boulevard, Hasbrouck Heights; and installing left turn slots within the wide center island at the Huyler Avenue intersection in Teterboro and Little Ferry.

Between Westminster Place, Lodi, and Burton Avenue, Hasbrouck Heights, the existing center island will be replaced with a continuous barrier. At some locations, where the present center island narrows, it will be replaced by a 30-inch wide, 23-inch high solid concrete barrier. At other locations the new center island will be cut to eight feet wide and bordered by 10-inch high concrete curbs.

At Main Street, Lodi, the Highway Department plans to construct a new ramp leading from westbound Route 46 to Main Street and to ease curvatures of the present ramps connecting east-bound Route 46 and Main Street.

1958
ROUTE 46 BIDS
Bergen County.

At Grandview Boulevard the plans call for construction of two new ramps on the southwest side of the highway that will permit westbound Route 46 traffic to connect with northbound Grandview Boulevard and northbound Grandview Boulevard traffic to enter westbound Route 46 lanes.

All of the work is to be completed within 70 working days after the contract is awarded. All bids will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before award of the contract.

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Trenton, August 7.-- The Westfield firm of H. L. Harrison & Son submitted the lowest of five bids received by the State Highway Department today for constructing a new stream culvert under Route 27 midway between Albemarle St. and Plainfield Avenue in Rahway, Union County. The firm's bid was \$38,518.47.

The contract, which also calls for widening the Route 27 roadway between the two street intersections, is the first the Highway Department has received bids on as part of a special federal aid emergency program. The cost of projects in this program will be shared on a 2/3 federal and 1/3 state money basis. There will be six other such projects, totaling more than \$10 million, undertaken in New Jersey before the end of this year.

Other bidders on the Rahway project were: D. Scatuorchio Const. Co., Rahway, N. J., \$40,680.28; Middlesex Conc. Products & Excavating Corp., Woodbridge; W. R. Ferguson, Inc., Newark, \$47,687.46 and Mohawk Constructors, Inc., Elizabeth, \$50,767.60.

The work will consist of replacing the present brick arch over the branch of the Rahway River with a modern concrete structure and surfacing existing stone shoulders with bituminous macadam to provide a 48-foot roadway.

The new 10-foot wide culvert will be built half at a time in order to maintain two-way traffic on Route 27 during the construction period. Rahway police will assist in directing traffic during peak travel hours.

In order to provide for future roadway widening the bridge will have provisions whereby seven feet of the 14-foot sidewalks can be removed at a later date. This would permit the road to be widened to 62 feet.

All bids will be reviewed by State Highway and Federal Bureau of Public Roads engineers before award of the contract. Completion of the work will be required within 90 days after the contract is awarded.

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